

選錄

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE;
VIA CANADA AND THE UNITED STATES.
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

EMPRESS OF INDIA ... Comd. G. P. MARSHALL, R.N.R. WEDNESDAY 15th Feb. '99.
EMPRESS OF JAPAN ... Comd. R. A. HAYES, R.N.R. WEDNESDAY 15th Mar. '99.
EMPRESS OF ORIENT ... Comd. R. A. HAYES, R.N.R. WEDNESDAY 15th April '99.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the transit, and making the shortest route to the PACIFIC COAST. DAILY CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connections is made at Montreal, Quebec, and Port and Beach with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates, Good for 4, 6, 9 and 12 months.

EXCEL. RATES (first class only) granted to Missions, Ambassadors, Naval, Military, Diplomatic and Service, and to European Governments in the Service of China and Japanese Governments.

The attractive features of this Company's route embrace its PACIFIC STEAMSHIPS, (second to none in the world), the LUXURIOUSNESS OF THE FIRST CLASS PASSENGER COMPARTMENTS, the highest award for same at recent Chicago World's Exhibition and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN SHELTERS of this route are owned and operated by the Company, and their appointments and Cuisine are of the highest.

For further information, apply, Guide Books, Rates of Passage, etc., apply to

B. E. BROWN, General Agent,
PARKER SQUARE.

NORTH GERMAN LLOYD **HAMBURG AMERICA LINE.**
 (FREIGHT SERVICE). (FAST ASIATIC SERVICE).
 (Packing Charge at through rates to AMSTERDAM, ROTTERDAM, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, PARIS, in the LEVANT).
 BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.
PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

Steamers.	Destination.	Sailing Dates.
S. S. <i>Dorothea Rickmers</i> , Capt. FARR.	HAVRE, HAMBURG, BREMEN, (Lyon with transshipment in Hamburg.)	Feb. 22nd.
S. S. <i>A. GARNIA</i> , Capt. ELLERS.	HAVRE, HAMBURG, BREMEN, (Lyon with transshipment in Hamburg.)	About 16th Feb. 22nd.
S. S. <i>SILEBIA</i> , Capt. ELLERS.	HAVRE, HAMBURG, BREMEN, (Lyon with transshipment in Hamburg.)	About 16th March.
S. S. <i>SURTA</i> , Capt. FORNOLD.	HAVRE, HAMBURG, BREMEN, (Lyon with transshipment in Hamburg.)	About 16th March.
S. S. <i>WITTENBERG</i> , Capt. MADSEN.	HAVRE, HAMBURG, BREMEN, (Lyon with transshipment in Hamburg.)	About 16th March.

* These Steamers have Superior Accommodation for Passengers, and carry a Doctor and a Stewardess.

Calling at NARVES for Passengers only, if sufficient inducement offered.

For further particulars as to freight, passage, &c., apply at
CARLOWITZ & Co. Agents
 Hongkong, January 20, 1899.

NORTHERN PACIFIC STEAMSHIP COMPANY.
PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. & TACOMA,
IN CONNECTION WITH
Northern Pacific Railway Co.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
Frederick	3602	J. Paxton	Feb. 14	Forsyth	2161	J. Murcer	Feb. 18
Tacoma	2818	A. Dixon	Feb. 26	2 months	284	W. A. Evans	Feb. 18
Glenlogie	875	J. McGillivray	Mar. 21	Lehigh	873	C. C. Williams	Mar. 11
					679	J. F. Nelson	April 1

* Calling at HONOLULU, and not calling at SHANGHAI.

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON, 247.
Excellent accommodation. First Class Table-Dooron and Stewardess carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL
LINES.
HONGKONG TO NEW YORK, 241.

The Railroad travelling is second to none on the American Continent. Scenery of the ROCKY and SASSOIDE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA OR PORTLAND, ETC

... to the ... Frequent Sailings from Victoria

The route to the Roosevelt and St. Michael,
TACOMA and PORTLAND to DYAL and St. Michael.
Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United
States Points.
Copular Invoices of Goods for United States Points should be in quadruplicate.

One copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that Port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 p.m. on the day previous to sailing.

For further information as to Prussian or Russian, apply to

For further information apply to
DODWELL & Co., LIMITED
 General Agents.
 Hongkong, January 28, 1899.

NIPPON YUSEN KAISHA,

(THE JAPAN MAIL STEAMSHIP COMPANY.)

China and	PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.		
Steamers.	Destinations.	Sailing Dates.	
trans- Japan and	KINSHIU MARU.	SEATTLE, Wash., U.S.A., Via	MONDAY, 30th

W. BEADY, } KUBE, YOKOHAMA & VICTORIA, B.C. }
KAMAKURA MARU, } MARSEILLES LONDON, and } THURSDAY 2nd
N. TARENT, } ANTWERP, & SINGAPORE, } Feb. 21 & 4 p.m.
PEWANG, COLOMBO and PORT SAID. }

FUTAMI MARU NAGASAKI MOJI KOBE and
YOKOHAMA TUESDAY, 7th
Feb, at 6 p.m.

* Through Passenger Tickets and Bills of Lading issued for the Steamship Lines of the United States, Canada and Europe, in connection with the United States Revenue Cutter Service and the United States Coast Guard.

117 Hongkong, January 24, 1899

WEATHER REPORT

The following notices are issued from the
Observatory:—
On the 24th at 11.34 a.m. The baromet-
ter has fallen on the China coast, parti-
cularly in the North. A shallow low pres-
sure area seems to be lying between the E.
coast of China and Japan, and high pres-
sure covers Central China. Gradually mo-
derate on the coast, rather steep with
strong monsoon in the N. part of the China
Sea. Forecast:—fresh N. winds; fine.

YOKOHAMA, PRATHEN BY SEVEN MILLION YEN.
The prediction made last year that the total trade of the world would be considerably across over that of Yokohama has proved correct, the returns now indicating that Kobe's trade exceeded that of Yokohama by almost seven million yen. Kobe has thus become the leading commercial port in Japan, though its exports do not as yet equal those of Yokohama. It appears that the total trade of the world for 1931 amounted to ¥ 110,618,645, and the imports to ¥ 159,133,738, making a total of ¥ 198,253,443. Yokohama's exports were ¥ 80,312,935, and imports ¥ 111,024,140, making a total of ¥ 191,337,075. The large excess shown by the trade of Kobe over that of Yokohama is due to the fact that the bulk of the export of raw silk from the latter port by almost 14 million yen compared with the previous year.

our. It is known that Yamanashi exports a large amount of cotton yarn from Kobe. This largely in the returns was also last year much below the average. The export of cotton yarn from Kobe in 1988 showed an increase of six million yen over the figures for the preceding year, copper an increase of 2,888,000 and masting of ¥710,000, while in the imports there was an increase of ¥18,884,000 in rice, ¥1,810,000 in iron, ¥2,030,000 in oil, ¥1,000,000 in wheat, ¥2,000,000 in the Fushin Nippon, from which states this information, remarks that Tokyo, home's trade returns fluctuate according to the silk market, while the trade at Kobe is more general and therefore less than likely to show such wide differences. There is little doubt in the mind of our correspondent that now Kobe has taken the position of a port of call for the world, and that its trade will not only be increased but increased from year to year.—Kobe Chronicle.

This BARONess Burdett-Goutts is said to be worth about £4,000,000, and her income is set down as being close upon £200 a day. For a marvellous outfit command us to the unimpassioned author.

The volume of tonnage launched from the shipyards of the world during 1893 shows the largest yearly aggregate in the whole history of shipbuilding; the grand total being no less than 2,910,165 tons, against 1,467,271 tons for 1892. The contribution of the United Kingdom towards the whole was—

— Launched from the private yards, 1,801,695 tons; from the royal dockyards, 23,091 tons; making a total for Great

A well-known shipowner in Leith tells a story which illustrates the extreme vigour with which whisky firms were wont to push the sale of their brand. Some years ago a certain firm chartered a trading vessel whose captain had engaged in a 'spoo' on his own account by bringing over some fifty parrots. The news of this rather unusual kind of cargo got round, and the result was that within an hour or two of the ship's arrival the captain was waited on by a representative of — who offered to buy, at a big price, the whole lot of parrots on condition that the captain would not ship any more of the birds. The captain was trained to cry 'Buy — a whisky.' The captain readily closed with this offer, and when the buyer returned to the ship some few days later the parrots greeted his appearance with a cry of 'Buy — a whisky.' The business of the contract of sale being thus duly completed on the part of the importer, the buyer took delivery of them, and had each one placed in a separate bag, which was dispatched by express being forthwith dispatched to Liverpool for distribution among

the public houses inland, as the others were then concentrating their forces on that side.

Exchange.

HONGKONG, January 28, 1899.

On London—

Bank, Wire,	1/11 1/2
" On demand,	1/11 1/2
" 30 days' sight,	1/11 1/2
" 4 months' sight,	1/11 1/2

Credits, 4 months' sight,	118
On Payment, 4 months' sight,	2/
On Demand,	2.47
Credits, 6 months' sight,	2.51
On Berlin—Demand,	2.60
On New York—	
On demand,	47 1/2
Credits, 60 days' sight,	48 1/2
On Bombay—	
On demand,	5.25

On demand,	146
On Calcutta—	
Wire,	145 1/2
On demand,	145
On Singapore—	
On demand,	1 1/2 per.
On Manila—	
On demand,	1 1/2 per.
On Shanghai—	
On demand,	7 1/2
30 days sight, (private paper)	7 1/2
On Yokohama—	
On demand,	5 1/2 per.
Gold Lion 100 fine, (per cent)	55 1/2
Sovereigns (Bank's buying rate)	51 1/2

	Previous 6.57 AM	On Sale 10 AM	On Sale 1 PM
Barometer	30.17	30.22	30.08
Temperature	81	83	82
Humidity	80	49	57
Direction of Wind	W	SESE	
Force	2	1	0
Weather	b	b	b
State			

Highest open air temperature on the 17th. — 46
Lowest open air temperature on the 17th. — 30
F. G. Rice, First Assistant
Hankshaw Observatory, Jan. 23, 1908.

Temperature.
(Taken at *Miami Palmetto* & *Ch. L.*
Premiere, Queen's Road.)
Honolulu, Jan. 24, 1909.

BAROMETER—	9 A.M.	30.19
Do.	1 P.M.	30.01
Do.	4 P.M.	
THERMOMETER—	9 A.M.	59
Do.	1 P.M.	60
Do.	4 P.M.	62
Do.	(W.M.)	62
Do.		63
Do.		63
Do.		63
Do.		63
Do.		63

single, and endeavored to suppress all
 power; they have clearly proved the

they have followed. The foundations of our dynasty are deep and firm; Heaven itself has protected it. Suppose now the advice of the Western peoples were followed and China were divided, like a water melon, these holy doctrines though high and beautiful, could not be carried into practice. The Classics would be thrown aside like a bit of worn-out rush-matting. Those

who hoped for literary degrees and preferment would no longer delect themselves in China's official head-dresses and robes. Willy and crafty men would become pastors, compradores and secretaries. The undegraded would hide themselves as mercenary soldiers, artisans and labourers. The more degraded they became, the more stupid they would be, until after a time they would end themselves in poverty and grief. Were we to wipe out the orthodox doctrines, we should then become like the Brahmans of India, who, with the remnants of their faith, hide

themselves in the deep recesses of the mountains. Indeed, the Chinese would become like the black people of the Southern Ocean. They would become life-long slaves, and were they to seek to escape would only involve themselves in severe punishment. What a picture!

Rather, then, in view of all this let us

exact ourselves to stir up anxiety and to arouse rebellions among our people. Let us seek wealth, and aim at power. Let us respect the throne and reverence the gods of agriculture. These things are of primary importance. Let those who administer the Government inform the Emperor on all matters and focus thought to broaden his insight. Let the Censors speak out and criticize fearlessly. Let the Provincial rulers consider how they may provide sufficient justice for an efficient army. Let the officers of the army understand that 'the principle of shame' is the force to impel soldiers to fight. Let the masses love and honour the Emperor, and be prepared to die for their rulers. Let the scholars, standing like trees in a clump, devote their powers to the understanding of the business of the times, then, Emperor and mandarin being of one heart, scholars, farmers, artisans and traders

It is interesting to note that the Victorians insisted on an army as the first thing necessary to the country's salvation. Lord Charles Borelston, in his address in the City Hall, seemed to point to the main conclusion. "The first thing China needs is a standing army." Chang Chi-tung's contention seems to be that China must have compulsory education and religion. We saw in a recent periodical, that an Archbishop in the days of James I. forbade twelvemonths to the poor, each time he absented himself from Church on Sunday and if he stayed away one month, he paid £20 to the king. When the Victorians referred to the religion of ancient Greece, does it mean that Greek philosophy permeated the early Greek Church through the influence of the Greek Fathers? Hardly. Perhaps

CHURCH SERVICES.

ORDERS OF MORAL SERVICE AT ST. JOHN'S CATHEDRAL—SEPT-OCTOBER, ADELYN.

MATINS.—Response: Peril; Venite, Psalms: Psalm 78; Epistle: Hebrews 10: 1-12; Gospel: Luke 9: 1-6.

EVENINGSON.—Response: Peril; Venite, Psalms: Psalm 138; Epistle: Hebrews 10: 1-12; Gospel: Luke 9: 1-6.

SUNDAY SCHOOL.—SUNDAY, JAN. 20.

11 a.m. - Hymns, 166, 118 and Psalm, 24, tune. "Northmen shall And him, O, I love the Lord." Luther's Hymn.

8 p.m. - Hymns, 24 (2nd tone), 265 and 288, 24 and 280. (note 212) Luther's, Spohns and Forth.

The suit relating to the Lapromerment Beasdale, & H. C. Bellows and has been reassigned, and proceedings will be resumed at the Supreme Court on Monday at half-past ten o'clock. The persons who have been summoned are: Henry L. Marsh, H. M. Mahto, J. S. S. Mahto, W. C. P. W. R. Loxley, W. P. P. and C. A. P. on Monday. It is expected will be heard in the third session. The case is being heard by the Hon. Mr. Bellows, which comprises

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